

THE HONGKONG TELEGRAPH, SATURDAY, JANUARY 26, 1889.

Intimations.

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C H E M I S T R Y .**

PURE TRANSPARENT TOILET SOAP
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OF PERFUME, EFFICACY AS A
SKIN PURIFIER,

equal to any Soap made, may be used on the
most delicate skin without fear of irritation.
In Boxes of 3 doz. Tablets.

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Of the same quality as the preceding, without
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In Boxes of 3 doz. Tablets.

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OF PUREST QUALITY.
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(Telephone No. 60.)
22, QUEEN'S ROAD CENTRAL,
Hongkong, 17th January, 1889.

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THE HONGKONG DISPENSARY,
HONGKONG.

THE SHANGHAI DISPENSARY,
SHANGHAI.

THE HONGKONG DISPENSARY,
TIENTIN.

THE BOTICA INGLESA, MANILA.

THE HONGKONG DISPENSARY, HANKOW.

THE DISPENSARY, FOOCHOW.

THE CANTON DISPENSARY, CANTON.

Hongkong, 18th January, 1889.

DEATH.

On the 25th instant, at Queen's Road, N. R.
S. CRAWFORD.

[134]

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 26, 1889.

TELEGRAMS.

(Reuter.)

THE UNITED STATES AND SAMOA.

LONDON, January 23rd.

The Foreign Committee of the United States Senate has asked for a vote of credit for \$600,000 to fulfil treaty obligations at Samoa, considering it incumbent upon the Government to intervene, forcibly if necessary.

THE FLOODS IN NORTH CHINA.

The Lord Mayor of London has opened subscription lists for the relief of the people suffering from the inundations in China.

FIRE IN THE IMPERIAL PALACE,
PEKING.

PEKING, 17th January, 1889.

A fire broke out in the Taiwo Hall in the Emperor's Palace at 3 a.m. to-day. A large number of high officials have gone to assist in extinguishing it. The cause of the fire is unknown.

3:30 p.m., The fire at the Imperial Palace has been extinguished. The Taiwo Gate is burnt but the Hall has escaped uninjured.

(Special to the N. C. Daily News.)
THE YELLOW RIVER.

KAI-FONG-FU, 20th January.
The breach in the Yellow River has been closed.

LOCAL AND GENERAL.

"AN OLD SPORTSMAN'S" "Racing Gossip" has unavoidably been held over until Monday.

THE P. & O. S. N. Co.'s extra steamer "Gwador," from Bombay, left Singapore for this port at 2 p.m. yesterday.

ONE of Murat's daughters, Luisa, Marchese Rasponi, is said to be still living, at the age of ninety-two, in Ravenna, Italy.

ENGLAND'S mineral production, last year, was worth about \$226,000,000. The coal mined, 162,19,812 tons, brought \$195,456,150 at the docks.

At the Legislative Council meeting on Monday, the Council will consider the expediency of constituting to the relief of the sufferers by the famine in North China.

Lawyer.—You want a suit brought against defendant for breach of promise? He asked you plainly to marry him? Young Lady—He said he wanted me to be his typewriter. Lawyer—We can get \$5,000 sure.

The "Japan Mail" entertains no doubt whatever of the truth of the recent statement in a vernacular paper that Japan has made a treaty with a western power on the terms of extraterritoriality, that is, the abolition of extraterritoriality.

ANOTHER one o'clock this morning, one more unfortunate, weary of breath, rashly impulsive, cut off his breath. He was a barber, and did it on a tree near the Government School in Kennedy Road, with two bits of rope tied together.

TO-MORROW morning between 9 and 10 o'clock the steam-launch carrying the Bethel will call alongside any vessel having a coast passenger C. to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

THE second meeting of the Literary Society will be held on Monday evening, in the City Hall, at 8.30 p.m. Mr. Francis, Q.C., will lecture on "Crown Colonies."

ABSENT-MINDED minister (to sexton after the second lesson)—A wedding party waiting in the vestibule. Is everything all ready, Mr. Parker? Sexton—Yes, sir; yes, sir." Minister (straightening himself up)—The children to be brought will now be brought forward.

THE "Rising Sun" says that the Corean government chartered steamer "Velox" had come to Nagasaki to get permission to load a cargo of rice at Shimonomioka. The Japanese authorities had refused the request, and the "Velox" would have to wait at Nagasaki for her cargo to be brought down in junks.

At the regular convocation of the United Chapter on Wednesday evening the following officers were elected to serve for the ensuing year:—Ex. Comp. W. G. Gulburn, N. E. Z.; Comp. H. L. Stringer, H.; Comp. J. G. W. King, J.; Comp. J. R. Grimble, Treasurer; Comp. J. White, Scribe E.; Comp. J. Brandt, Scribe N.; Comp. W. Baker, P. S.; Comp. R. Thomas, S.; Comp. A. J. Strand, D. C.; and Comp. J. Maxwell, Janitor.

THE Soul correspondent of the "Shanghai Mercury" writes under date of the 9th inst.:—Since my last nothing of particular interest has occurred. The news of the German Legation being burned down accidentally on Christmas eve, I gave you about a fortnight ago, I hear a strange rumour that the steamship "Selma" had been seized for debt in Chempulu, where she is laid up; I hope it may not be true. The chartered steamship "Velox" is experiencing some detention in Japan, I hear; she is to carry rice to Korea to Korea, owing to the failure of our rice crops. Time is money; *bit dat quietus dat*. Why then does Japan detain the "Velox"

The perusal of the report of the Medical Missionary Society which was read at its 50th annual meeting held in Canton the other day strikes us as affording a clear proof of the maximum of philanthropic work achieved by the Society with the minimum of pecuniary resources. That out of a sum barely reaching \$5,000, 17,200 out-patients, 1,324 inpatients, should have been treated, 2,159 surgical operations performed, 337 patients visited in their homes and 673 seen on country trips, besides about 18,000 other patients visited and relieved by the subsidiary Dispensaries of the Canton Hospital, is an undeniable proof that the Medical Missionary Society works with a will and without the slightest hankering after pecuniary profit, such as is manifested by all the other missionary societies, the Roman Catholic included. To that *auri sacra fames* which pollutes the work of most missionary bodies the Medical Society is undeniably stranger, and we congratulate it upon its better choice.

MR. POLLOCK evidently does not drive much. To-day a ricksha coolie summoned Mr. David Kennedy for striking him with a whip on the 12th inst. He was a sleepy-looking youth who was trying to earn an honest ten cents by running to a man to see if he wanted a ride, when the defendant, with revolting brutality, touched him on the shoulder with his whip as he drove past, and made a little mark, which, however, was not discernible. Mr. Kennedy said that it was the invariable custom of ricksha-coolies to drop their vehicles in front of a carriage, and run away. He always gave ample warning, but they took no notice. He admitted "flicking" the man with his whip—Mr. Pollock, influenced probably by the fact that the Government had instigated the complaint, one effect of a sentimental effusion some first class idiot recently sent to our morning contemporary, imposed a fine of \$5. We intend making this case a text for a few vigorous remarks on the utter disregard paid to street regulations by the ricksha obstructors and other nuisances of a similar type who crowd and almost entirely monopolise our thoroughfares from daylight to dark.

OUR Macao correspondent some time ago informed us that the Chinese shop-keepers of the Holy City were preparing to quit that classic land of padres and hooded damsels, in order to migrate to Chin-pan, a flourishing native town in the vicinity, the motive that led them to such an exodus being the excessive taxes which the Portuguese Government levied on them. We made some comments on the news when it was communicated to us, and argued that no better sign of a corrupt administration could be found than the levying of heavy taxes on a poverty-stricken population, and that the end of Macao was as fast approaching as the beginning of this Chinese exodus, was very taking place. Our remarks were hounded down by the vulpine fraternity of Macao newspaper scribblers; we were denounced as the most deliberate falsifiers of facts in everything appertaining to the neighbouring colony; several budding Max O'Rells from Monkey-town opened the sluices of their choicer language in order to vilify the press of this Colony, the Colony itself, and the nation that rules over it. We thought we had been contradicted, and that our Macao correspondent had wilfully led us astray in his pursuit of news. A couple of months have now rolled by, and the original news has again appeared in the columns of our morning contemporary. The "Daily Press" of the 24th instant publishes the following from Macao, under date the 23rd:—"Some time ago, when I gave you the news that a number of shops and residences were being erected at Chin Shan (Casa Branca) there were not found wanting people who came forward questioning the veracity of the information. Any one may now see for himself and verify the truth of my assertion, for not only have the Chinese constructed those new buildings, but they are engaged in reconstructing and extending the walls and reclaiming large tracts of ground on the foreshore. It is said that the Chinese Government was about to invite the salt-fish dealers, who left Macao three years ago and settled themselves on the Lapa Island, to come over to Chin Shan; but the rumour seems to lack foundation, for Chin Shan lies further in the interior and in a less advantageous position than their present settlement, its harbour being, moreover, rather shallow, and during ebb tide none but the smallest sampans are able to enter it." It will be seen that although the correspondent thinks Chin-pan would not be a convenient place for the fishing fraternity to settle in, he distinctly says that immense preparations have been carried out there for the accommodation of Chinese shopkeepers and tradesmen. We may thus take it for granted that the depopulation of Macao is only a question of time, the native community having clearly expressed their intention to resist the new taxes which have been so unjustly imposed on them, and to transfer the seat of their operations to Chinese territory. The next step to be considered is the effect which this wholesale "levitating" at the Police Court." Mr. Webber continued, "will you come up?" "Oh, yes; I'd come," "but where?" "Well, Mr. Webber didn't know, but they'd see. So all three listed amicably to the Central Station, where Mr. Webber left them to go and rouse the Inspector from his midday nap, and request Popow's arrest. Popow meanwhile entertained his companion by reading a letter he had got from a "lady friend" of his, but was interrupted by the return of Mr. Webber with a constable. "Sony to leave you here, Popow."

THE United States has 648 street railways; Europe, 221; Germany, 47; Great Britain and Ireland, 117.

JOSEPH RAMSAY and John Osborne, Naval Yard constables, were charged before Mr. Pollock to-day with receiving Government property, consisting of screws, canvas, flannel, &c., knowing it to be stolen.—Mr. Webber defended.—Inspector Lyons repeated some of his evidence, denying some of Ramsay's statements made yesterday.—Mr. Webber said that the men were only charged late last night, and asked for remand, or moderate bail. The case was remanded till Monday, bail being fixed at \$300 each.

IN Auckland, New Zealand, there is a convent of Dominican nuns and also another establishment called in sarcasm "the Convent" from the fact that the carrying-on there are, to put it mildly, by no means of a conventional character. When Bishop Luck arrived recently from a trip abroad (he is a slim, active man, and more like a commercial traveller than a high cleric) he jumped into a cab on Auckland Wharf and said briskly: "Drive me to the Convent!" The cabby, not recognising his fare, drove his lordship to the wrong establishment. Tableau!

THE Russian frigate "Dimitri Donskoii," Capt. M. de Skrydloff, arrived this morning from Nagasaki, and exchanged salutes with the port, the flagship and the French cruiser "Turenne." The "Dimitri Donskoii" is a twin-screw armoured cruiser, built of iron and steel, wood sheathed, and launched in 1883. She has an armoured belt 6 in. thick, but her battery is unarmed. Her displacement tonnage is 5,000; she measures 360 feet 5 in. in length by a 52 ft. beam; and draws 24 ft. 4 in., having an indicated horse-power of 7,000. Her armament consists of 8-in. gun broad-loading guns, 14 6-in. 4-ton ditto, 10 machine guns, and 4 fixed tubes for launching Fish torpedoes. Her average speed is 15.5 knots per hour and she can carry a sufficient supply of coal to enable her to steam 4,800 knots at the rate of 10 miles.

OUR humorous Sydney contemporary has the following:—Mr. Terence Gilhooley, of Master (N.Z.), Esquire, day-labourer, dropped in a few nights ago, promiscuous-like, with the local rum-mill, with a raging drouth and no money or credit upon him, and mentioned incidentally and modestly that his "old woman, God bless her! had him minutes ago presented him with triplets, so she had." The assembled citizens, feeling that Mrs. Gilhooley had deserved well of her country, and that some reflected lustre hung around Gilhooley, filled that patriot moderately full of whisky in honour of the event. Under the benign influence of copious tanglefoot Terence waxed genial and boastful, and anon gave out an ornate list concerning "Quadruplets" next to him, by the howly! When Mrs. Gilhooley, in the most robust health and with a copper-stick, tripped, fairy-like, upon the scene, and invited Terence to glide with her into the dark and silent beyond to the melody of "Father, dear, father, come home wid me now!" Which he did. The citizens desire to see Mr. Gilhooley to expose him that he was being watched. He said he was a Russian spy. On the 19th or 20th he asked me to advance him \$200 more, I said I could not do so, under the circumstances. On the 21st he came again and said he had seen his friend at the Bank, who was going to advance him \$100 next day, but that he wished to telegraph to Saigon and St. Petersburg, and that unless he paid the Russian Consul for the telegrams he was afraid he would lose all he had saved from the wreck. I said I did not feel disposed to advance any money, and he said "I know I'm being watched by the police, and I'll let them know who I am before I've finished" (laughed). I told him that I knew he was being watched. He continued that he had received a telegram at morning to the effect that the insurance policy had been saved, and was in the hands of the Consul at Saigon, together with £600 sterling. He then said "Won't you let me have \$200, as I am urgently in need of it to facilitate my business?" I did not see the telegram though I asked him to let me. He said the Consul at Saigon had sent it. He pressed me very hard and at last I let him have \$150, for which he gave me the J. O. U. produced. I advanced this upon his representations. I said at the time—"It is curious that the crew should bring up such a large sum when it could be transferred through a bank." He said "That is perfectly correct," and went on to tell me that the money was in sterling, stored with some valuable plate in one of the compartments of the yacht occupied by his sister. He also said he intended to write again to Saigon, and on the 24th wrote not this letter:—

... Gage Street,

Just as I was leaving the office, I received a telegram from the Consul at Saigon, asking me to pay him back the £600 sterling, as he had given me the amount in error.

I did not answer that letter. My suspicions were aroused then, because several steamers came from Saigon and the crew never came. About 11:30 p.m. last night I was at the Burns Dinner in the Hongkong Hotel and from information I received I caused defendant to be arrested and charged with obtaining money by false pretences. I put in the retainer in the action against the Insurance Company.

His Worship inquired if the prisoner wanted to ask any questions.

Prisoner:—I cannot understand it.

His Worship:—There are two distinct charges against you.

Prisoner commenced to make a statement, but on being told to ask questions the following dialogue commenced:—

Prisoner:—Who was the retainer made out for? Who saw me first in your office?

Mr. Webber:—I think you came to the office when I was in Amoy, and the retainer was accepted by Mr. Rodyk, who was then managing my practice.

Was Mr. Rodyk acting for you or on his own behalf?—For me.

You said I asked you for money for a telegram in the first occasion?

I was introduced to you by Mr. Rodyk, and you came into my room, and explained to me how your yacht had struck on a rock, that you had been four days in a boat, or paid \$400 for a boat, I do not know which, and you gave a graphic description of the vessel, and how the natives treated you, and you finished up by saying you were entirely destitute, and wanted \$100 to telegraph to Saigon.

I told you I was entirely destitute?

Certainly you led me to believe so. You said "I was never without a banking account in my life, and I always had a hundred pounds at my disposal, and now I am going about penniless." Those were the words you used—or rather you said "I could always sit at my desk, night or morning, and order a clerk to pay £100." You did not say what desk?

On what security did you give me the £100?

On the representations you made that you had lost your yacht, and was destitute, and wanted to telegraph to Saigon. You were wearing the same coat as you now have on, and you rattled your pockets and said "Here I am, far away from home."

Did not tell you I had spent something like \$700 or \$800 in a certain place, and was penniless on that account?

His Worship:—What place?

Prisoner:—My first step, when I came here, was to go to the Consul, and he saw me with over 500 or 600 piastres, which he changed into dollars. I could not make such representations as that I was penniless. I was over ten days here before I went to Mr. Webber's office.

Mr. Webber:—I do not know anything about that.

Prisoner:—Yes, but I do not see how I could have represented.

His Worship:—That is a matter for argument, if you have witnesses. It is no good asking the prosecutor questions about things he knows nothing about. Have you anything else to ask?

No, simply that I never represented myself as a distressed man. Every cent I lent me was lent in friendship—an I.O.U. was never asked for.

That is perfectly true. I did not ask you for an I.O.U., but there was a pencil lying on the desk and at both times you wrote the one voluntarily. I simply drew you a cheque each time.

all took part in the rendering. Where the general level of excellence was so high, it would be impudent to make comments. It is to be hoped that our Shakespearian Society will give frequent opportunity for displaying the histrioic talent that is in our midst, and make it a point to issue a general invitation of the whole community to enjoy the feast of intellect. It will be seen from the above that we are not without resources within ourselves to drive all care away, or devoid of aldesire to cultivate the finer feelings.—*Shanghai Courier*.

FORMOSA.

(FROM OUR CORRESPONDENT.)

Tamsui, 16th Jan., 1889.
The steamer not leaving so early as expected, I am afforded an opportunity to give you a few additional items of news.

The German schooner *Johanna Kremer* arrived here three days ago from Foochow, with a cargo of poles.

The British gunboat *Cockchafer*, which leaves to-day for the scene of the wreck of the *Anglo-India*, takes the second mate of that ill-fated vessel on board.

The loss of the *Anglo-India* was not known in Amoy when the steamer *Fookien* left that place, and grave fears are entertained that the captain and his boat's crew are lost.

There was a heavy gale blowing during the night of Sunday to Monday, from the north-eastward, and since the vessel was seen on fire, early on Monday, it is presumed that the rest of the crew must have abandoned the wreck during the night.—*Mercury*.

SEOUL.

(FROM OUR OWN CORRESPONDENT.)

9th January 1889.
On the 24th of December between 11 p.m. and 2 a.m. the dwelling-house of the German Legation was entirely destroyed by fire; save the furniture of the dining room and the contents of the cellar, mostly everything was saved.

Rumours about a Loan of three million dollars having been negotiated for the Government are afloat, but until confirmation of this reaches us, we should say, we are rather inclined to doubt it.

New year has set in here with snow and ice, the lowest reading of the thermometer so far is 9° Fahrenheit.

Four new "workers in the field" and a mining engineer are among our latest arrivals; and a farmer to take the place of the late Mr. Jaffrey is shortly expected.—*N. C. Daily News*.

TIENTSIN.

5th January, 1889.

Up to the 3rd instant the winter was very mild, and until the 31st December very little and that only small drifts of snow were seen in the river. As the tides generally have been high at Taku owing to the prevailing winds, vessels might easily have come to our bunt on almost any day between the 9th and 31st ultimo. On the night of the 3rd instant a gale from the north-west brought snow and cold.

We are glad to hear that His Excellency the Viceroy has almost recovered from his disorder of the local facial nerves. He has throughout his illness kept at work without intermission, testifying to his vigorous physical and mental constitution. We hope in a week or two to be able to announce his perfect recovery.

Some poor and homeless people flock into the city from remote districts, but on the whole, there is much less destitution in the province this year than has been the case for some time. The poor people are fed by the numerous Chinese charitable associations, and the Viceroy and his officials have given considerable gifts of money to provide food and clothing for the unfortunate.

A deputation from the China Railway Company, consisting of Taotai Wu Ting-fang (Mr. Ng Choy) and some of his co-directors, accompanied by Messrs. Kinder and Cox (engineers), have visited the lines of road between Tientsin, Yang-sun Ho-hi-wan, Chang-kia-wan, and Tung-chow, to select the route to be followed and the site of stations for the railway. A preliminary survey was made at the same time to ascertain the general conditions of level embankment required, bridges, etc. The local officials, town and country people, gave the deputation a very warm welcome, and at each station place sent in large gifts of provisions of meat, poultry, vegetables, fruit, etc., of excellent quality. So far as can be seen no difficulty to the projected line exists; on the contrary, the people desire to have one. We have no detail of the course selected, but hear that at each stopping place good sites have been chosen for the stations. At Tungchow, in particular, a most convenient piece of ground was obtained for the terminus, situated between the West Gate of the City and Pa-li-chiao.—*Chinese Times*.

CURIOSITIES OF LANGUAGE.

Some of the prettiest secrets and curiosities of language come to us from abroad. How does the word *fiasco*, Italian for flask, happen to mean failure? Because the Italian glass-blower, trying to make a plate of glass, fails, and throwing the glowing mass back into the furnace, he blows a common bottle, or "fiasco"; it is a flask—and a failure.

Why is a wicker-covered jug called a demijohn? Because it comes from the Persian glass-blowing town of Damghan.

One definition of slang is that it is low; something vulgar; something to be avoided. But that is not all; it is a working dialect; language in smock-frock; condensation, the beef jell of speech, Bret Harte and John Hay have made it poetical. What should we do without the homely "passed in his checks"? It brings the tears to our eyes in Jem Bludsoe. How could we give up "Wiggles," that exquisite symphony played on the jew's harp and the bones?

The merit of good slang is that it touches the pendulum between a smile and a tear.

Our mother tongue is a great bond even when we put it to misuse; a familiar misuse, freighted with domestic intimacy, with the everyday epithets and homely laughter.

Slang may be primitive, but not necessarily American—What should we do without the vulgar? It may arise from a mistake, but if it conveys an idea, it has humor—especially American humor—it is not bad. As, for instance, we get from the negroes a phrase for success, "He takes the cake," or, "He is on the roof," applied to a conceded success, which is admirable. Our language is rich in a rollicking swagger of strange words, and of perhaps sometimes effective bad grammar.

MODERN INSTANCES.

American slang has a strong local flavor, as "Do you catch on?"—from a habit Americans have of running after railroad trains, and "He gets there," also from the railroad. They also talk of the "star boarder," and the "star love match," evidently from the stage. "You'll get left" is a railroad simile; and real estate "boom," and "Harrison" is "booming" come from the noise of a blizzard or a cannon ball booming through the air. "He won't hands down" is at first from the old *police reverse*, also from the idea that a prize fighter drops his hands when beaten. "Painting the town red" is from "Coriolanus." It is also found in England in

old Melton days. *Fuck* had some lines last spring as follows:

I'm a gray hawk that's crooked, I am,
I'm a blizzard that's tested, I am,
And when I sweep down,
I'm the boss of the town.

There is slang in every word almost, "Boss" is from the old Dutch basis—a master. A drunken man is said to be "loaded for bear," a very heavy charge, and if a man has murderous intent he is "jumping on your tickle." As in the old sample of American humor, of the man who was so tall he had to go up a ladder to shave himself, all American humor is full of exaggeration.

English slang is brutal, as "it is all rot," etc. Like other dialects, slang increases its store of words by formation at home and adoption from abroad. Looking at it philologically, we must admit that English, already a most copious language, is in a freely growing state and capable of adding to itself by almost any process found in any language of the whole world, old or new.

The abbreviation or contraction of words (a most effective agent in the development of words) is seen at its best in slang. "Cab," "bus," and "mob," from mobile, the fiery crowd, a mob, were originally slang formations.

Slang is delicious in the mouth of a very refined person, and they tell a good story of Mrs. Julia Ward Howe, who was asked by a lady to say something beautiful about her pizza. "Well," said the ready wit, "I think it is a bully pie!"—and she had the full element of wit in it that was unexpected.

Other phrases might be mentioned which have a real meaning. Thus, the "devil to pay" and no pitch hot, comes from a certain seam in a vessel which the sailors call the "devil," and which they have to fill in. From its awkwardness to cak occurs the phrase.

"Boxing the compass" comes from the Spanish "boxcar," to turn round. "A cock and bull story," a term now applied to any rambling tale, illustrates the contempt felt by the learned for the ancient beast fables, which were the delight of mankind in the lower grades of civilization through the Middle Ages. Many words of this class, had not their origin been noted down, would have remained in the language as undecipherable mysteries. But we cannot find the etymology of everything.

SCIENTIFIC AND USEFUL.

Lithium is the lightest metal known and is worth \$160 per ounce. Gallium is the costliest metal known and is worth \$3,250 per ounce.

Senior Piedrahita, an electrician of Bogota, has patented a telegraphic device which works without batteries. He claims that it will revolutionize telegraphy.

A brother of Lord Wolseley, Frederick Wolseley, an Australian squatter, claims attention for having invented a sheep-shearing machine, by which one man can shear 120 sheep a day clean as a whistle.

An ingenious mechanic has invented a new screw—half nail and half screw. Two blows of the hammer, two turns of the screw-driver, and it is in. It has a holding power of 132 pounds in white pine, a gain of forty-four pounds over the holding power of the present screw.

A joint-stock company will soon be formed at New Britain, Conn., to manufacture the new explosive, "extralite," recently invented by a druggist's clerk named Ericson. It is reported that the French Government has bought the right for that country, paying \$200,000 for it.

Porous terra-cotta is manufactured of clay and sand-dust. The clay and sand-dust are mixed together, very much as ordinary bricks; in the burning the sand-dust is entirely consumed. The terra-cotta weighs but one-third as much as brick, is absolutely fire-proof and is a non-conductor of sound.

Among the curious facts brought out at the late congress on tuberculosis was that persons who have had small-pox are peculiarly liable to tuberculosis. M. Landouzy stated that for this reason persons pitted with small-pox should never be employed around the tuberculosis wards of hospitals.

The *New York Journal of Chicago* is waging war against the cigarette. It claims that every sample examined was made of imperfectly fermented tobacco; that nearly all had an undue proportion of insoluble ash, and that several kinds were steeped in an injurious substance and were impregnated with dirt in varying proportions.

John K. Kierst, a New York architect, has been at work for twenty-five years on a plan for an improved tenement-house. Conceiving a theory as to the circulation of pure and foul air he determined to experiment, and the result is a joint-stock company will soon be formed at New Britain, Conn., to manufacture the new explosive, "extralite," recently invented by a druggist's clerk named Ericson. It is reported that the French Government has bought the right for that country, paying \$200,000 for it.

Some poor and homeless people flock into the city from remote districts, but on the whole, there is much less destitution in the province this year than has been the case for some time. The poor people are fed by the numerous Chinese charitable associations, and the Viceroy and his officials have given considerable gifts of money to provide food and clothing for the unfortunate.

A deputation from the China Railway Company, consisting of Taotai Wu Ting-fang (Mr. Ng Choy) and some of his co-directors, accompanied by Messrs. Kinder and Cox (engineers), have visited the lines of road between Tientsin, Yang-sun Ho-hi-wan, Chang-kia-wan, and Tung-chow, to select the route to be followed and the site of stations for the railway. A preliminary survey was made at the same time to ascertain the general conditions of level embankment required, bridges, etc. The local officials, town and country people, gave the deputation a very warm welcome, and at each station place sent in large gifts of provisions of meat, poultry, vegetables, fruit, etc., of excellent quality. So far as can be seen no difficulty to the projected line exists; on the contrary, the people desire to have one. We have no detail of the course selected, but hear that at each stopping place good sites have been chosen for the stations. At Tungchow, in particular, a most convenient piece of ground was obtained for the terminus, situated between the West Gate of the City and Pa-li-chiao.—*Chinese Times*.

CURIOSITIES OF LANGUAGE.

Some of the prettiest secrets and curiosities of language come to us from abroad. How does the word *fiasco*, Italian for flask, happen to mean failure? Because the Italian glass-blower, trying to make a plate of glass, fails, and throwing the glowing mass back into the furnace, he blows a common bottle, or "fiasco"; it is a flask—and a failure.

Why is a wicker-covered jug called a demijohn? Because it comes from the Persian glass-blowing town of Damghan.

One definition of slang is that it is low; something vulgar; something to be avoided. But that is not all; it is a working dialect; language in smock-frock; condensation, the beef jell of speech, Bret Harte and John Hay have made it poetical. What should we do without the vulgar? It may arise from a mistake, but if it conveys an idea, it has humor—especially American humor—it is not bad. As, for instance, we get from the negroes a phrase for success, "He takes the cake," or, "He is on the roof," applied to a conceded success, which is admirable. Our language is rich in a rollicking swagger of strange words, and of perhaps sometimes effective bad grammar.

MODERN INSTANCES.

American slang has a strong local flavor, as "Do you catch on?"—from a habit Americans have of running after railroad trains, and "He gets there," also from the railroad. They also talk of the "star boarder," and the "star love match," evidently from the stage. "You'll get left" is a railroad simile; and real estate "boom," and "Harrison" is "booming" come from the noise of a blizzard or a cannon ball booming through the air. "He won't hands down" is at first from the old *police reverse*, also from the idea that a prize fighter drops his hands when beaten. "Painting the town red" is from "Coriolanus." It is also found in England in

burned 24 tons of the best bituminous coal every 24 hours, and were often short of steam. The coal cost \$2.80 per ton, and the labor, including removal of ashes, made the total expenditure (24 hours) \$80.25. The consumption of petroleum for the same period of time is 76 barrels, of 42 gallons each, at a cost of 55 cents a barrel, the total cost, including labor, being \$45.30 per day (24 hours), a saving of \$34.90, equal to 41 per cent. They have an abundance of steam, and always under a constant pressure. The arrangement of the furnaces was designed by H. Barr, the Superintendent of the works. The result obtained in the heating furnaces has been equally satisfactory. I notice that a patent was issued to Barr on the 2nd inst. on the method of arranging furnaces for burning crude petroleum."

MOTHER SEIGEL'S OPERATING PILLS.

FOR CONSTIPATION.

SLUGGISH LIVER, &c.

Unlike many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

SEIGEL'S OPERATING PILLS are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation, and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of SEIGEL'S OPERATING PILLS will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Oftentimes disease, or partially decayed food, causes sickness, nausea and diarrhea. If the bowels are cleansed from this impurity with a dose of SEIGEL'S OPERATING PILLS, these disagreeable effects will vanish, and good health will result.

SEIGEL'S OPERATING PILLS prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pill's, being Sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

PROPRIETORS : A. J. WHITE, LIMITED, LONDON, ENGL.

To-day's Advertisements.

OXIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th Feb.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FRIYAY P.M. the day previous to sailing.

First-class Fares granted as follows :

To San Francisco.....\$200.00

To San Francisco and return, } 350.00

available for 6 months.....} 350.00

To Liverpool.....325.00

To London.....330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company.

No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th January, 1889.

[4]

PRODUCTS OF COAL.

A ton of coal yields about eight thousand cubic feet of gas and 1,500 pounds of coke.

The purification of gas furnishes forty-five gallons of ammonia water, from which is obtained sulphate of ammonia for agricultural purposes and about one hundred and thirty pounds of tar.

Commercial.

CLOSING QUOTATIONS.
Mongkong and Shanghai Bank—170 per cent.
premium, sellers.
Union Insurance Society of Canton—\$120 per
share, sales and sellers.
China Traders' Insurance Company—\$78 per
share, sales and sellers.
North China Insurance—Tls. 290 per share,
buyers.
Canton Insurance Company, Limited—\$120 per
share, sellers.
Yangtze Insurance Association—Tls. 97 per
share, buyers.
Chinese Insurance Company—\$165 per share,
buyers.
On Tai Insurance Company, Limited—Tls. 150,
per share.
Mongkong Fire Insurance Company—\$365 per
share, buyers.
China Fire Insurance Company—\$78 per share,
buyers.
Hongkong and Whampoa Dock Company, 35
per cent. premium, sellers.
Mongkong, Canton, and Macao Steamboat Co.
—\$22 per share, sellers.
China and Manila Steam Ship Company—178
per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$170 per share,
nominal.
Indo-China Steam Navigation Company,
Limited—123 per cent. dis., buyers.
Douglas Steamship Company—\$66 per share,
buyers.
China Sugar Refining Company, Limited—\$195
per share, sellers.
Luton Sugar Refining Company, Limited—\$76
per share, sellers.
Hongkong Ice Company—\$101 per share, sellers.
Hongkong and China Bakery Company, Limited—
\$80 per share.
Hongkong Dairy Farm Co., Limited—\$121 per
share, sellers.
A. S. Watson & Co., Limited—100 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 B—21 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent.
premium.
Hongkong Rope Manufacturing Company,
Limited—\$92 per share, buyers.
Pera Tin Mining and Smelting Company—\$5
per share, nominal.
Fun-jom and Sungkie Dun Samantan Mining Co.
—\$9 per share, buyers.
Hongkong and Kowloon Wharf and Godown
Company—89 per cent. premium, buyers.
Tonquin Coal Mining Co.—100 per cent. premium,
buyers.
The Hongkong High-Level Tramway Co.,
Limited—250 per cent. premium, nominal.
The East Borneo Planting Co., Limited—\$55
per share, sellers.
The Songel-Koyal Planting Co., Ltd.—\$35 per
share, nominal.
Cruckshank & Co., Ltd.—\$45 per share, sellers.
The Sticam Launch Co., Limited—100 per cent.
premium, sales and sellers.
The Austin Arms Hotel and Building Co., Ltd.—
40 per cent. dis., nominal.
The China-Borneo Co., Ltd.—\$60 per share,
nominal.

EXCHANGE.
ON LONDON.—Bank, T. T.3/10
Bank Bills, on demand3/10
Bank Bills, at 30 days' sight3/10
Bank Bills, at 4 months' sight3/10
Credits at 4 months' sight3/10
Documentary Bills, at 4 months'
sight3/10

ON PARIS.—Bank Bills, on demand3/15
Credits, at 4 months' sight3/13
ON INDIA, T. T.218
On Demand220

ON SHANGHAI.—Bank, T. T.711
Private, 30 days' sight721

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul\$680
(Allowance, Taels 4 to 32).
OLD MALWA, per picul\$690
(Allowance, Taels 16 to 32).
NEW PATHA, (without choice) per chest\$580
NEW PATHA, (first choice) per chest\$582
NEW PATHA, (bottom) per chest\$593
NEW PATHA, (second choice) per chest\$575
NEW BHARAKES (without choice) per chest\$578
NEW BHARAKES (bottom) per chest\$570
NEW PERSIAN (best quality) per picul\$550
OLD PERSIAN (best quality) per picul\$500
OLD PERSIAN (second quality) per picul\$475

MAILS EXPECTED.

THE FRENCH MAIL.—The M. M. steamer Djennah, with the French mail of 26th ultimo, left Singapore on the 24th instant, at noon, and may be expected here on or about the 31st.

THE AMERICAN MAILS.—The P. M. S. Co.'s steamer City of New York, which left San Francisco on the 20th ulto., left Yokohama for this port on the 23rd instant, and is expected here on or about the 20th.

The O. & O. S. S. Co.'s steamer Beleje, from San Francisco, to date the 5th instant, left Yokohama on the 26th instant for this port, and may be expected here on or about the 1st proximo.

THE CANADIAN MAIL.—The steamer Parthisa left Vancouver for Japan and China on the 22nd instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer Jason, from Liverpool, left Singapore on the 13th inst., and is due here on the 26th.

The "Shire" line steamer Carmarthenshire, from London, &c., left Manila for this port on the 24th instant, and is expected here on the 27th.

The Navigation Generale Italica steamer Bitang left Singapore on the 22nd instant, and may be expected to arrive here on or about the 29th.

The P. & O. S. N. Co.'s steamer Gwai-han, from Bombay, left Singapore for this port on the 25th instant, and is due here on the 31st.

The Ocean Steamship Co.'s steamer Dar-dans, from Liverpool, left Singapore on the 25th instant, and is due here on the 1st proximo.

Shipping.

ARRIVALS.

FUSHIKI MARU, Japanese steamer, 1,210, Frank.,
25th Jan.—Nagasaki 10th January, Coals.
—M. B. Kaishia.

PIKING, German steamer, 954, G. Heumann,
20th Jan.—Shanghai 23rd Jan., General—
Siemens & Co.

KWONG-SANG, British steamer, 980, Sellar, 26th
Jan.—Shanghai 20th Jan., Amoy, and
Swatow 25th, General—Jardine, Matheson &
Co.

DEMITRI DONSKOI, Russian frigate, 20 guns,
Captain M. de Skryloff, 26th January,
Nagasaki 20th January.

BRAUNSCHWEIG, German steamer, 2,150, H.
Boulker, 26th Jan.—Bremen 12th Dec.;
Antwerp 13th, Southampton 16th, Genoa
27th, Port Said 31st, Suez 1st Jan., Aden
6th, Colombo 14th, and Singapore 20th,
Mails and General—Melchers & Co.

CHOW-SANG, British steamer, 1,194, Balbernie,
25th Jan.—Whampoa 25th Jan., General—
Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Gaelic, British steamer, for Yokohama, &c.
Chu-yeh-foo, German steamer, for Nagasaki.
Fakien, British steamer, for Swatow.
Sarah S. Ridgway, American bark, for New
York.

DEPARTURES.
January 26, Soochow, British str., for Hiohow.
January 26, Deutros, German steamer, for Sin-
gapore.

January 26, Gaelic, British steamer, for Yoko-
hama, &c.

January 25, Chow-chou-foo, German steamer,
for Nagasaki.

PASSENGERS ARRIVED.
Per Peking, str., from Shanghai.—Captain
McPherson, Mr. J. Price, 1 Serang, and 63 Chi-
nese.

Per Kyong-tang, str., from Shanghai, &c.—
Mr. Kent, and 2 men-of-war's men, and 39 Chi-
nese.

Per Braunschweig, str., from Bremen, &c.—
Mrs. M. Eichel, and 250 Chinese for Hongkong.

For Yokohama—Miss Helen Paulsen, Messrs.
R. Black, H. Bunken, and H. Petersen. For
Shanghai—Messrs. Kischelby, Paul Blecky,
Tung Tiam, and Carl Schneider.

DEPARTED.
Per Gaelic, str., for Yokohama.—Mrs. J. H.
Ball and child, and Miss Buckland. For San
Francisco.—Rev. and Mrs. E. Dunlop and 6
children, and Mr. D. Hormesies. For London—
Capt. Burnes, R.N.R. For Liverpool.—Mr.
F. D. Watson and Rev. C. Watson.

REPORTS.

The British steamship Kwongtang reports
that she left Shanghai on the 20th instant, via
Amoy, and Swatow on the 25th. Had strong
north-east monsoon down the Coast, with follow-
ing sea, and sky cloudy with frequent rain.

The German steamship Peking reports that
she left Shanghai on the 23rd instant. Had
moderate north-westerly wind. Tong-ying :
afterwards fresh north-east monsoon. From
Breaker Point to port had light easterly wind
and cloudy weather with overcast sky throughout;

The German steamship Braunschweig reports
that she left Bremen on the 12th ultmo., Antwerp
on the 15th, Southampton on the 16th, Genoa on
the 27th, Port Said on the 31st, Suez on the 1st
instant, Aden on the 6th, Colombo on the 14th,
and Singapore on the 20th. Had fine weather
throughout the voyage. From Singapore had
strong north-east wind with cross sea and rain
squalls.

Post Office.

A MAIL WILL CLOSE

For Yokohama.—Per General Werder, to-
morrow, the 27th instant, at 9:00 A.M.
For Shanghai.—Per Braunschweig, to-mor-
row, the 27th instant, at 9:00 A.M.

For Kutchinotzu.—Per Milk Maru, on Mon-
day, the 28th instant, at 9:30 A.M.

For Swatow, Amoy, & Foochow.—Per Namoa,
on Monday, the 28th instant, at 1:30 P.M.

For Port Darwin, Thursday Island, Cooktown,
Townsville, Brisbane, Sydney, Melbourne, and
Adelaide.—Per Catterthun, on Monday, the 28th
instant, at 9:30 P.M.

For Swatow and Shanghai.—Per Choy-sang,
on Monday, the 28th instant, at 2:30 P.M.

For Haiphong.—Per Clara, on Monday, the
28th instant, at 5:00 P.M.

For Saigon.—Per Wyvern, on Tuesday, the
29th instant, at 4:30 P.M.

For Haiphong.—Per Frej, on Tuesday, the
29th instant, at 5:00 P.M.

For Europe, &c., India, via Bombay.—Per
Bengal, on Wednesday, the 30th instant, at 11:00
A.M.

For Nagasaki, Kobe, and Yokohama.—Per
Verona, on Friday, the 1st Feb., at 11:30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

APENRADE, German steamer, 1,473, Hohmann,
21st Jan.—Nagasaki 17th Jan., Coal—
Wielers & Co.

BATAVIA, British steamer, 2,518, Hugh W. Auld,
23rd Jan.—Vancouver 25th Dec., Yoko-
hama 16th January, and Kobe 12th, Gen-
eral—Adamson, Bell & Co.

BENLARIG, British steamer, 2,265, Freeman, 21st
Jan.—Cardiff 4th Dec., and Singapore 14th
Jan.—Coals—Gibb, Livingston & Co.

CARISROOKE, British steamer, 973, R. Cass,
14th Jan.—Singapore 8th January, Rice, and
General—Morris & Ray.

CATTERTHUN, British steamer, 1,406, J. W. B.
Darke, R.N.R., 21st Jan.—Adelaide 15th
Dec., Sydney 24th, Townsville 25th, Cook-
town 2nd Jan., and Port Darwin 11th, Coal
and General—Russell & Co.

CLARA, German steamer, 674, Christensen, 20th
Jan.—Haiphong 17th Jan., Rice—Stem-
mers & Co.

DEVAWONGSE, British steamer, 1,057, P. H. Loff,
25th Jan.—Bangkok 17th Jan., General—
Yuen Fat Hong.

FALKENBURG, German steamer, 989, H. Weber,
24th Jan.—Hoi-hong 23rd Jan., General—
Melchers & Co.

FAME, British steamer, 117, A. Stopani—Hong-
kong and Whampoa Dock Co.

FOKIN, British steamer, 509, J. Lewis, 20th
Jan.—Tamsui 16th Jan., Amoy 17th, and
Swatow 19th, General—D. Lapraik & Co.

GENERAL WERDER, German steamer, 1,820, W.
von Schuckmann, 18th Jan.—Yokohama
9th Jan., Mails and General—Melchers
& Co.

INGORAN, German steamer, 894, J. R. Mann-
mann, 24th Jan.—Saigon 10th January,
General and Paddy—Wielers & Co.

MELITA, German steamer, 339, H. Morck, 9th
Jan.—Haiphong 5th Jan., Rice—Wielers
& Co.

MIEKE MARU, Japanese steamer, 4,381, Sommers,
23rd Jan.—Kuchinotzu 18th Jan., Coal—
Mitsui Bussan Kaisha.

NAMOA, British steamer, 863, T. G. Pocock, 25th
Jan.—Foochow 22nd Jan., Amoy 23rd, and
Swatow 24th, General—D. Lapraik & Co.

PILOT FISH, British steamer, 161, A. Stopani—
Hongkong and Whampoa Dock Co.

TAIWAN, British steamer, 1,500, T. G. Varden,
13th Jan.—Wellington, N.Z., 24th Nov., and
Sourabaya 25th Dec., General—Butter-
field & Swire.

WYVERN, British steamer, 1,108, Brotherton,
13th January—Chinese.

SAILING VESSELS.

ADAM W. SPINS, American bark, 1,171, A. D.
Field, 2nd Jan.—Newcastle, N.S.W., 3rd
Dec., Coals—Russell & Co.

KWONG-SANG, British steamer, 980, Sellar, 26th
Jan.—Shanghai 20th Jan., Amoy, and
Swatow 25th, General—Jardine, Matheson &
Co.

AUGUSTA, German bark, 471, Iessens, 5th Dec.—
Hollo 18th Nov.—Sanpanwood—Ed.
Schellhas & Co.

BENGAL, British bark, 544, Scott 17th Jan.—
Singapore 24th Sept., Timber—Mel-
chers & Co.

CHS. J. GAUPP & CO., CHRONOMETER,
WATCH, and CLOCK MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.

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and for Voigtlander and Schott's

CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 4, Queen's Road Central.

HONGKONG—SAILING VESSELS.
Continued.

COLOMA, American bark, 852, C. M. Waggs,
24th Dec.—Portland (Oregon) and Nov.,
Lumber and Spars—Captain.

EME, British bark, 778, W. Summers, 23rd
Jan.—London 2nd October, General—
Melchers & Co.

ERLIKOKH, Chinese bark, 457, Opium Examina-
tion bulk, Stonecutters' Island—Chinese
Customs.

ESCORT, American bark, 636, Waterhouse, 26th
Jan.—Honolulu 14th December, Ballast—
Captain.

IRIS, British schooner, 206, H. C. Swan, 21st
Jan.—Freemantle, W.A., 26th Nov., San-
dalwood—Siemens & Co.

JOHN NICHOLSON, British steamer, 682, W.
Quine, 18th Dec.—Honolulu 16th Nov.,
Ballast—Captain.

KITTY, British bark, 803, W. R. Laird, 8th Jan.,
—Haiphong 7